

Van Ness Avenue BRT
San Francisco, California
Project Development
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Bus Rapid Transit 2.0 Miles, 9 Stations
Total Capital Cost (\$YOE):	\$118.49 Million
Section 5309 Small Starts Share (\$YOE):	\$75.00 Million (63.3%)
Annual Forecast Year Operating Cost:	\$27.00 Million
Opening Year Ridership Forecast (2014):	52,400 Average Weekday Boardings 1,600 Daily New Riders
Overall Project Rating:	Medium-High
Project Justification Rating:	High
Local Financial Commitment Rating:	Medium

Project Description: The San Francisco County Transportation Authority (SFCTA) is proposing to implement an exclusive guideway bus rapid transit (BRT) facility on Van Ness Avenue. The system would be operated by the San Francisco Municipal Transportation Agency (SFMTA). The dedicated transit lanes would originate at the intersection of Van Ness Avenue and Mission Street and extend north to Union Street near Fort Mason and the Fisherman's Wharf. In addition to guideway construction, the Van Ness Avenue BRT project includes traffic signal pre-emption, pedestrian crossings and 60 new vehicles. Service would operate at five-minute headways during weekday peak periods in 2014, the anticipated opening year of the project.

Project Purpose: The Van Ness Avenue BRT project would introduce rapid transit along a primary north/south transit route in the northern half of San Francisco. The project would reduce travel times, improve service reliability and provide enhanced customer amenities along the core segment of SFMTA's existing local Routes 47 and 49. Forty-six percent of households in the high-density neighborhoods along Van Ness Avenue do not own cars, relative to 29 percent citywide, indicating promising additional demand for high-quality transit service.

Project Development History, Status and Next Steps: FTA approved the Van Ness Avenue BRT project into project development in December 2007. In July 2008, the San Francisco Metropolitan Planning Commission adopted a new long range plan that identified the Van Ness BRT as a Small Starts priority project for the region. Between its 2009 and 2010 submittals, SFCTA refined the project's capital cost, resulting in a slight decrease from \$118.60 million to \$118.49 million. A Draft Environmental Impact Statement (EIS) is anticipated to be published in early 2011, followed by publication of the Final EIS in late 2011, and receipt of a Record of Decision in early 2012.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 Small Starts	\$75.00	63.3%
Local: Proposition K Sales Tax Bay Area Climate Initiatives Safe Routes to Transit and Development Impact Fees	\$20.46 \$5.00 \$18.03	17.3% 4.2% 15.2%
Total:	\$118.49	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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**(Land Use and Economic Development Rating based upon Information accepted by FTA in
November 2007)**

LAND USE RATING: High

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Population density is approximately 110,000 people per square mile in the corridor, and total employment in project station areas is approximately 92,000.
- The San Francisco CBD is the densest and most transit accessible downtown on the west coast. The Civic Center area is a major destination area in the city with dense pedestrian and transit-oriented development.

ECONOMIC DEVELOPMENT RATING: High

Transit-Supportive Plans and Policies: Medium-High
(50 percent of Economic Development Rating)

- While the city and entire Bay Area have a number of physical constraints to growth such as topographical limitations, it does not have a unified or enforceable growth management policy.
- San Francisco's General Plan has long encouraged higher-density and transit-oriented development. The city is undertaking additional planning initiatives to focus higher-intensity growth in transit corridors. The city is considering zoning changes that would require residential community-oriented retail development near transit nodes.
- The city's zoning regulations are intended to maintain a medium to high-density profile and scale, with a mixture of land uses in many areas. The city's plan generally supports transit-supportive densities. There are no minimum parking requirements or off-street parking provisions in the CBD and other major employment areas.
- San Francisco's existing land use pattern includes dense development along major transportation corridors. The objective of the City Planning Department and directing codes and ordinances is to reinforce this pattern of development along corridors that have high transit capacity.

Performance and Impacts of Policies: High
(50 percent of Economic Development Rating)

- The existing high-density development and pedestrian accessibility in the City of San Francisco demonstrates the strength of city policies and market forces at achieving transit-oriented intensities and urban design. The number of jobs in the San Francisco CBD has doubled since the 1970s, with no increase in the volume of traffic entering the area.
- The corridor is very dense and is largely developed, with little room for additional development.

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